

SOUTHERN PACIFIC LINES

Texas and New Orleans Railroad Company

VICTORIA DIVISION

TIMETABLE

72

EFFECTIVE SUNDAY, DECEMBER 11, 1949
AT 12:01 A.M.
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

T. M. SPENCE,
General Manager

J. J. MOORE,
Assistant General Manager

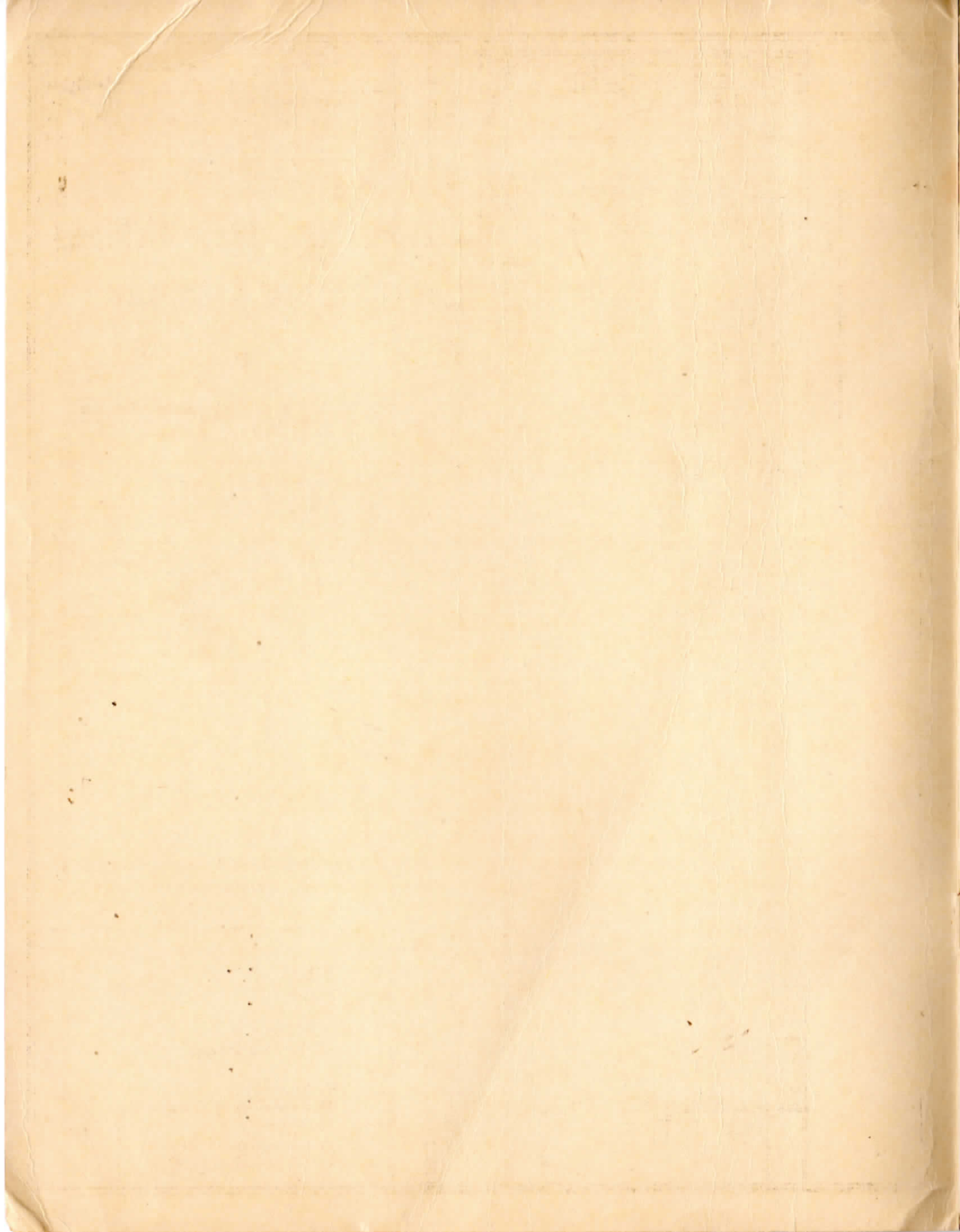
T. B. OLLIS,
Superintendent of Transportation

W. S. HIGGINS,
Superintendent

DIVISION OFFICERS

R. E. JOHNSON.....Assistant Superintendent.....Victoria
J. W. WORD.....TrainmasterVictoria
H. W. SCHRADER.....Traveling Engineer.....Victoria
J. W. KRAEMER.....TrainmasterEdinburg
R. W. HICKMAN.....Assistant TrainmasterEdinburg
G. E. WALLACE.....Chief Train Dispatcher.....Victoria
E. N. LAYMAN.....Chief Train Dispatcher.....Victoria
E. D. LeBOEUF.....Chief Train Dispatcher.....Victoria
G. M. ALLEN.....Chief Train Dispatcher.....Victoria

Traveling Engineer will exercise duties of Trainmaster.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		FIRST CLASS		Distance from Brownsville	Timetable No. 72 December 11, 1949		Mile Post Location	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	352		312			STATIONS	315		351		Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only		
	Freight	Passenger	Passenger	Freight			Passenger		Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily									
Brownsville Yard	BWOKYP	9.00PM		6.50PM	0.0	TO-R BROWNSVILLE	205.3	9.45AM	4.00AM	5.00AM to 1.00PM	See Note			
					0.2	M. P. BELT CROSSING	205.1			5.30PM to 1.30AM				
	41	P	9.25	s 7.06	11.7	LOS FRESNOS	198.6	s 9.17	3.35					
		I			14.0	TOWER 151 (M. P. Crossing)	191.3				Cabin			
	31	P	9.50	f 7.21	21.3	LOZANO	184.0	f 9.03	3.10					
	19	P	9.56		7.24	LANTANA	181.6	8.59	3.04					
		I			24.1	TOWER 147 (M. P. Crossing)	181.2				Cabin			
	Harlingen Yard	YWP	10.20		s 7.40	31.0	TO HARLINGEN	174.3	s 8.50	2.40	2.30PM to 6.30AM	See Note		
						32.7	TOWER 138 (M. P. Crossing)	172.6			7.00PM to 11.00AM	7.00PM to 11.00AM		
		13	P	10.34	f 7.49	35.8	PRIMERA	169.5	f 8.35	2.26				
10					37.7	JIM ROGERS	167.6							
44		P	10.45	s 7.59	40.5	SANTA ROSA	164.8	s 8.29	2.13					
26		P	11.01	f 8.09	47.8	LA VILLA	157.5	f 8.18	2.01					
47		P	11.06	s 8.14	49.9	TO EDCOUCH	155.4	s 8.14	1.56	7.30AM to 4.30PM	Closed			
		I			50.0	TOWER 146 (M. P. Crossing)	155.3				Cabin			
56 Yard		P	11.20	s 8.20	51.6	TO ELSA	153.7	s 8.08	1.42	9.00PM to 5.00AM	See Note			
32		P	11.26	f 8.24	54.3	LA BLANCA	151.0	f 8.04	1.36					
Edinburg Yard	78	P	11.35		8.27	56.6	SAN CARLOS	148.7	8.01	1.27				
						61.6	TOWER 145 (M. P. Crossing)	143.7				Cabin		
		YP	11.48		8.36PM	62.6	R EDINBURG JUNCTION	142.7	7.54AM	1.14				
		KBW OYP	11.55PM			64.7	TO-R EDINBURG YARD	140.6		1.10AM	9.00PM to 6.00AM	9.00PM to 6.00AM		
			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily					
		352		312			315		351					

(2.55)
22.2

(1.46)
35.4

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(1.51)
33.8

(2.50)
22.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

Edinburg Junction is a register station for train 315 only. Register located in box near west leg of wye.

Sidings at Lozano, Jim Rogers, La Villa, Edcouch and La Blanca are used for loading and unloading cars.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

Brownsville—Train Order Office Hours—5:00 a.m. to 1:00 p.m.—6:00 p.m. to 8:00 p.m. Saturday—6:00 p.m. to 9:00 p.m. Sunday and legal holidays.

Harlingen—Train Order Office Hours—2:30 p.m. to 6:30 a.m. Saturday—2:30 p.m. to 10:30 p.m. Sundays and legal holidays.

Elsa—Train Order Office Hours—9:00 p.m. to 5:00 a.m. Saturday—Closed Sunday and legal holidays.

4 EASTWARD

McALLEN SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Timetable No. 72 December 11, 1949 STATIONS	Distance from McAllen
	358			352	315	314		
	Freight			Freight	Passenger	Passenger		
	Leave Tues., Thurs. and Sat.		Leave Daily	Leave Daily	Leave Daily	Leave Daily		
McAllen Yard	BKOYP	12.45AM			7.35AM	9.20PM	TO-R McALLEN	0.0
							0.1	
Edinburg Yard	P	1.15			s 7.50	s 9.35	M. P. CROSSING	0.1
	YP						8.4	
	BWOYPK	1.45		12.05AM	7.54AM	9.45	EDINBURG	8.5
	I						0.9	
75	P	2.10		12.15		9.53	R EDINBURG JUNCTION	9.4
48	P	2.27		12.29		s10.05	2.1	
76	P	2.44		12.51		10.16	TO-R EDINBURG YARD	11.5
45	P	3.01		1.08		10.26	4.6	
76	WP	3.15		1.18		s10.32	TOWER 149 (M. P. Crossing)	16.1
78	P	3.45		1.45		10.48	1.8	
76	WP	4.10		2.19		s11.00	ALSONIA	17.9
	P	4.30		2.39		s11.18	8.9	
76	P	4.35		2.44		11.21	LINN	26.8
21	P	5.01		2.56		11.29	MERCIER	35.9
76	P	5.16		3.04		11.35	8.8	
9						11.45	HARTLAND	44.7
77	P	5.32		3.24		11.47	4.6	
	BKWOYP Yard	6.00AM		4.05AM		11.56PM	RACHAL	49.3
		Arrive Tues., Thurs. and Sat.		Arrive Daily		Arrive Daily	12.9	
		358		352		314	BARROSO	62.2
		(5.15)		(4.00)		(0.19)	10.3	
		20.7		24.4		29.6	TO FALFURRIAS	72.5
						41.9	9.3	
							TO PREMONT	81.8
							1.3	
							MAE	83.1
							6.4	
							ELLA	89.5
							4.1	
							LOS MACHOS	93.6
							8.2	
							BEN BOLT	101.8
							1.1	
							CORDOVA	102.9
							6.0	
							(Tex. Mex. Crossing)	
							ALICE	108.9

(5.15)
20.7

(4.00)
24.4

(0.19)
29.6

(2.36)
41.9

.....Time Over Subdivision.....

.....Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 312 is Superior to No. 314. No. 313 is Superior to No. 315.

Nos. 315 and 314 may register at McAllen by register ticket, Form 2642, and when operator is not on duty, conductor will leave register ticket in box provided for the purpose.

When operator, McAllen, is not on duty, the crew arriving on No. 313 may assume the schedule of No. 315 and leave without a clearance.

No. 314 stop when necessary to exchange U. S. Mail at Ben Bolt.

Edinburg Junction is register station for train 315 only. Register located in box near west leg of wye.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

McALLEN SUBDIVISION

WESTWARD 5

Mile Post Location	Timetable No. 72 December 11, 1949	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		313	312	351	357	357				
		Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Arrive Mon., Wed. and Fri.	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
STATIONS										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
152.1	TO-R McALLEN	7.15AM	9.05PM					5.05AM	8.00PM to 5.00AM	8.00PM to 5.00AM
	0.1									
152.0	M. P. CROSSING									
	8.4									
148.6	EDINBURG	s 7.00	s 8.50					4.15		
	0.9									
142.7	R EDINBURG JUNCTION		8.36PM							
	2.1									
140.8	TO-R EDINBURG YARD	s 6.45			11.05PM			3.40	9.00PM to 6.00AM	9.00PM to 6.00AM
	4.6									
138.0	TOWER 149 (M. P. Crossing)									Cabin
	1.8									
134.2	ALSONIA	6.37			10.50			3.20		
	8.9									
125.3	LINN	s 6.26			10.36			3.01		
	9.1									
116.2	MERCIER	6.15			10.16			2.43		
	8.8									
107.4	HARTLAND	6.05			9.46			2.25		
	4.6									
102.8	RACHAL	5.59			9.36			2.15		
	12.9									
89.9	BARROSO	5.43			9.10			1.45		
	10.3									
79.6	TO FALFURRIAS	s 5.31			8.50			1.20	10.30PM to 2.30AM	10.30PM to 2.30AM
	9.3									
70.3	TO PREMONT	s 5.13			8.25			12.58	8.00AM to 5.00PM	See Note
	1.3									
69.0	MAE	5.09			8.20			12.55		
	6.4									
62.6	ELLA	5.01			8.08			12.43		
	4.1									
58.5	LOS MACHOS	4.55			8.00			12.35		
	8.2									
50.3	BEN BOLT	4.45								
	1.1									
49.2	CORDOVA	4.43			7.40			12.17		
	6.0									
43.2	TO-R (Tex. Mex. Crossing) ALICE	4.35AM			7.25PM			12.05AM	Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily			Leave Mon., Wed. and Fri.		
		313	312		351			357		

.....Time Over Subdivision..... (2.40) (0.29) (3.40) (5.00)
Average Speed Per Hour..... 40.8 19.4 26.6 22.1

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 312 is Superior to No. 314. No. 313 is Superior to No. 315.

Nos. 313 and 312 may register at McAllen by register ticket, Form 2642, and when operator is not on duty, conductor will leave register ticket in box provided for the purpose.

When operator, McAllen, is not on duty, the crew arriving on No. 313 may assume the schedule of No. 315 and leave without a clearance.

No. 313 stop when necessary to exchange U. S. Mail at Ben Bolt and Rachal.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

Premont—Train Order Office Hours—3:00 p.m. to 5:00 p.m. Saturdays—Closed Sundays and legal holidays.

6 EASTWARD

ALICE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Timetable No. 72 December 11, 1949	Distance from Alice		
		386		352		304			314	
		Local Freight		Freight		Passenger			Passenger	
	Leave Tues., Thurs. and Sat.		Leave Daily		Leave Daily	Leave Daily	STATIONS			
BKWOYP Yard		6.10AM		6.00AM					12.05AM	TO-R ALICE	0.0
65 P		6.35		6.25			12.18	10.8 ALFRED	10.8	
66 P		6.50		6.38			f12.26	TO ORANGE GROVE	16.9	
33 W P		7.02		6.49			f12.33	5.5 SANDIA	22.4	
Mathis Yard	PI	7.20		7.05			s12.44	TO Tower 159 (M. P. Crossing)	29.0	
	72 P	7.23		7.08			12.46	6.6 MATHIS	30.2	
64 P		7.35		7.20			f12.53	5.4 MATHIS SIDING	35.6	
BWOYP Yard		8.00		7.35			1.03AM	TO-R SKIDMORE	43.2	
Beeville Yard	P							A.B.S. } C.T.C. }	5.1 YOUGEEN	48.3
	65 P								4.7 DARBY	53.0
	34 WP	8.50		8.25		1.50AM			1.5 BEEVILLE	54.5
74 P		9.00		8.35		1.57		4.6 POESTA	59.1	
66 P		9.18		8.53		s 2.11		8.7 BERCLAIR	67.8	
33 P		9.36		9.11		2.22		8.7 CLIP	76.5	
81 WP		9.55		9.31		s 2.33		7.4 TO GOLIAD	83.9	
106 P		10.13		9.48		f 2.45		9.2 FANNIN	93.1	
Victoria Yard	P	10.25		10.10		2.58		11.1 ALOE	104.2	
	I							4.8 TOWER 90 (M. P. Crossing)	109.0	
	BKWO TYP					3.07AM		0.5 TO-R VICTORIA (Pas'gr Station)	109.5	
P		10.50AM		10.25AM				1.3 VICTORIA (Freight Yard)	110.8	
		Arrive Tues., Thurs. and Sat.		Arrive Daily		Arrive Daily	Arrive Daily			
		386		352		304	314			
		(4.40) 23.7		(4.25) 25.1		(1.17) 42.0	(0.58) 44.6	.....Time Over Subdivision.....	
								.....Average Speed Per Hour.....	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

LaFruta, mile post 18.7, is a water station.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and the Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

ALICE SUBDIVISION

WESTWARD 7

Mile Post Location	Timetable No. 72 December 11, 1949 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		303	313			351			385
		Passenger	Passenger			Freight	Local	Arrive Mon., Wed. and Fri.	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily			Arrive Daily			
43.2	TO-R ALICE		4.20 ^{AM}			5.10 ^{PM}	11.50 ^{AM}	Continuous	Continuous
	10.8								
32.4	ALFRED		4.06			4.40	11.15		
	6.1								
26.3	TO ORANGE GROVE		f 3.57			4.27	11.00	7.30 ^{AM} to 4.30 ^{PM}	Closed
	5.5								
20.8	SANDIA		f 3.49			4.16	10.45		
	6.6								
14.2	MATHIS								
	TO TOWER 159 (M. P. Crossing)		s 3.39			4.01	10.31	Continuous	Continuous
	1.2								
13.0	MATHIS SIDING		3.37			3.58	10.28		
	5.4								
7.6	TYNAN		f 3.30			3.45	10.15		
	7.6								
104.2	TO-R SKIDMORE		3.20 ^{AM}			3.30	10.00	11.59 ^{PM} to 3.59 ^{PM}	11.59 ^{PM} to 3.59 ^{PM}
	5.1								
99.1	YOUGEEN								
	4.7								
94.4	DARBY								
	1.5								
146.1	TO-R BEEVILLE	2.35 ^{AM}				2.15	8.25	Continuous	Continuous
	4.6								
141.5	POESTA	2.22				2.00	8.01		
	8.7								
132.8	BERCLAIR	s 2.11				1.43	7.43		
	8.7								
124.1	CLIP	1.58				1.25	7.25		
	7.4								
116.7	TO GOLIAD	s 1.46				1.10	7.10	8.00 ^{AM} to 5.00 ^{PM}	Closed
	9.2								
107.5	FANNIN	s 1.35				12.45	6.45		
	11.1								
96.4	ALOE	1.22				12.15	6.20		
	4.8								
91.6	TOWER 90 (M. P. Crossing)							Automatic	
	0.5								
91.1	TO-R VICTORIA (Pas'gr Station) (T. & N. O. Crossing)	1.15 ^{AM}						Continuous	Continuous
	1.3								
89.8	VICTORIA (Freight Yard)					12.01 ^{PM}	6.00 ^{AM}		
		Leave Daily	Leave Daily			Leave Daily	Leave Mon., Wed. and Fri.		
		303	313			351	385		

.....Time Over Subdivision.....	(1.20)	(1.00)	(5.09)	(5.50)
.....Average Speed Per Hour.....	41.2	43.2	21.3	19.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

LaFruta, mile post 18.7, is a water station.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and the Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

When authorized by Train Dispatcher, westward trains may display indicators and leave Victoria (Freight Yard) without a clearance but must obtain a clearance at Victoria (Passenger Station).

8 EASTWARD

ROSENBERG SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				FIRST CLASS		Timetable No. 72 December 11, 1949	Distance From Victoria
		352	372			304		
		Freight	Freight			Passenger		
		Leave Daily	Leave Daily			Leave Daily		
Victoria Yard	BKWO TYP					3.15AM	TO-R VICTORIA (Passenger Station) (T. & N. O. Crossing)	0.0
	P	1.30PM	6.00AM			3.17	VICTORIA (Freight Yard)	1.3
						3.23	FOSTER FIELD	5.5
28	P	1.45	6.15			3.26	TELFENER	7.7
67	P	1.59	6.30			3.35	INEZ	14.9
19	P	2.10	6.42			3.43	EL TORO	20.8
70	P	2.18	7.10			s 3.51	TO EDNA	24.8
21	P						MANSON	26.8
75	WP	2.36	7.34			s 4.07	TO GANADO	34.1
34	P	2.51	8.10			f 4.19	LOUISE	41.8
11	P	3.00	8.22			4.26	HILLJE	46.7
93	P	3.10	8.38			s 4.38	TO EL CAMPO	52.1
23	P	3.20	8.50			f 4.45	PIERCE	57.3
80	P	3.28	9.02			4.50	MACKAY	61.0
Wharton Yard	27 BKOWP	4.05	9.14			s 5.05	TO-R WHARTON	65.5
	I						TOWER 152 (G. C. & S. F. Crossing)	66.0
	86 YP	4.09	9.38			5.07	WHARTON JUNCTION	66.3
39	P	4.21	10.00			f 5.14	HUNGERFORD	71.7
89	P	4.33	10.15			f 5.22	KENDLETON	77.9
76	P	4.45	10.30			f 5.32	BEASLEY	83.5
Rosenberg Yard	BKPPI	5.00PM	11.00AM			5.50AM	TO-R TOWER 17 (G. C. & S. F. Crossing)	91.2

TIME AT ROSENBERG, HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO AND HOUSTON DIVISIONS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS.

	352	372	304		
124 PW				5.55AM	ROSENBERG 91.6
				6.55AM	HOUSTON (Passenger Station) 128.7
	6.45PM	1.15PM			ENGLEWOOD 130.9
	Arrive Daily	Arrive Daily	Arrive Daily		
	352	372	304		

(3.30) (5.00) (2.35) Time Over Subdivision.....
26.0 18.2 35.3 Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

ROSENBERG SUBDIVISION

WESTWARD 9

Mile Post Location	Timetable No. 72 December 11, 1949	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		303			371	351			
		Passenger	Arrive Daily		Freight	Freight	Arrive Daily	Arrive Daily	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
STATIONS									
91.1	TO-R VICTORIA (Pas'gr Station) (T. & N. O. Crossing)	1.05AM						Continuous	Continuous
89.8	1.3 VICTORIA (Freight Yard)	1.01			11.15AM	12.16AM			
85.6	4.2 FOSTER FIELD	12.55							
83.4	2.2 TELFENER	12.52			10.54AM	11.52PM			
76.2	7.2 INEZ	12.43			10.40	11.37			
70.3	5.9 EL TORO	12.35			10.28	11.25			
66.3	TO EDNA	12.30			10.21	11.16	7.30AM to 4.30PM	Closed	
64.3	2.0 MANSON								
57.0	TO GANADO	12.12			10.03	10.56	8.00AM to 5.00PM	Closed	
49.3	7.7 LOUISE	12.03AM			9.48	10.38			
44.4	4.9 HILLJE	11.55PM			9.37	10.28			
39.0	TO EL CAMPO	11.48			9.25	10.18	8.00AM to 5.00PM	Closed	
33.8	5.2 PIERCE	11.35			9.10	10.07			
30.1	3.7 MACKAY	11.30			9.02	9.59			
25.6	TO-R WHARTON	11.24			8.50	9.50	7.00AM to 3.00PM 7.00PM to 3.00AM	See Note	
25.1	TOWER 152 (G. C. & S. F. Crossing)						Cabin		
24.8	0.3 WHARTON JUNCTION	11.13			8.38	9.45			
19.4	5.4 HUNGERFORD	11.06			8.28	9.35			
13.2	6.2 KENDLETON	10.58			8.17	9.23			
7.6	5.6 BEASLEY	10.49			8.06	9.11			
0.4	7.2 GUY JUNCTION								
36.3	TO-R TOWER 17 (G.C.&S.F. Crossing)	10.40PM			7.50AM	8.56PM	Continuous	Continuous	

TIME AT ROSENBERG, HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO AND HOUSTON DIVISIONS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS.

35.9	ROSENBERG	10.38PM							
	HOUSTON (Passenger Station)	9.40PM							
	ENGLEWOOD				6.00AM	7.10PM			
		Leave Daily			Leave Daily	Leave Daily			
		303			371	351			

Time Over Subdivision.....	(2.25)		(3.25)	(3.20)
Average Speed Per Hour.....	37.7		26.7	26.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

No. 303 stop when necessary to exchange U. S. mail at Inez.

Wharton—Train Order Office Hours—7.00 A.M. to 9.00 A.M. and 9.59 P.M. to 11.59 P.M. Saturdays—9.00 P.M. to 11.59 P.M. Sundays and legal holidays.

CORPUS CHRISTI SUBDIVISION WESTWARD 11

Mile Post Location	Timetable No. 72 December 11, 1949	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		303	313	353		379		Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		Passenger	Passenger	Freight		Local Freight			
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Mon., Wed. and Fri.			
148.9	TO-R CORPUS CHRISTI (Bascule Drawbridge)	5.15AM		3.40AM				8.30AM to 4.30PM	7.00PM to 3.00AM
	7.3								
141.6	PORTLAND	4.42		3.05					
	3.6								
138.0	TO-R GREGORY	s 4.35		2.50				6.00PM to 3.00AM	Closed
	7.4								
180.6	TAFT	s 4.15		2.25					
	7.9								
122.7	WEST SINTON (M. P. Crossing)	4.04		2.00				Automatic	
	0.4								
122.3	TO SINTON	s 4.02		1.55				8.00AM to 5.00PM	Closed
	4.8								
117.5	ST. PAUL	f 3.52		1.25					
	6.0								
111.5	PAPALOTE	f 3.43		12.37					
	7.3								
104.2	TO-R SKIDMORE	s 3.30	2.05AM	12.10AM		1.00PM		11.59PM to 3.59PM	11.59PM to 3.59PM
	5.1	s 3.00							
99.1	YOUGEEN								
	4.7								
94.4	DARBY		See 314	See 354					
	1.5								
92.9	TO-R BEEVILLE	2.45AM	s 1.40	11.15PM		11.25AM		Continuous	Continuous
	9.5		s 1.25						
83.4	NORMANNA		f 1.11	10.48		11.05			
	3.1								
80.3	TULETA		f 1.06						
	3.5								
76.8	TO PETTUS		s 12.59	10.30		10.45		7.30AM to 4.30PM	Closed
	2.5								
74.3	BURNELL		12.54	10.23		10.30			
	7.3								
67.0	GREEN		f 12.44	10.05		10.15			
	6.1								
60.9	TO-R KENEDY		s 12.35	9.50		9.45		8.00AM to 4.00PM	11.00PM to 7.00AM
	6.0		s 12.10AM					11.00PM to 7.00AM	
54.9	TO KARNES CITY		s 11.57PM	9.32		9.30		7.30AM to 4.30PM	Closed
	7.9								
47.0	HOBSON		f 11.42	9.13		9.10			
	2.8								
44.2	FALLS CITY		s 11.36	9.06		9.02			
	7.5								
36.7	TO POTH		s 11.24	8.48		8.43		8.00AM to 5.00PM	Closed
	7.0								
29.7	TO FLORESVILLE		s 11.12	8.31		8.25		7.30AM to 4.30PM	Closed
	6.0								
23.7	LABATT		11.01	8.17		7.55			
	5.8								
17.9	TO SASPAMCO		s 10.52	8.03		7.40		8.00AM to 5.00PM	Closed
	2.6								
15.3	ELMENDORF		f 10.46	7.57		7.27			
	6.2								
9.1	SOUTHTON		f 10.36	7.42		7.12			
	3.5								
5.6	BERGS		10.30	7.34		7.04			
	5.8								
211.1	TO-R TOWER 112 (S. A. B. & T. Crossing)		10.20	7.18		6.48		Continuous	Continuous
	1.8								
209.3	SAN ANTONIO (Commerce Street)		10.15PM					Continuous	Continuous
	1.3								
208.0	TO-R OLIVE STREET							Continuous	Continuous
	0.6								
207.4	TO-R EAST YARD			7.00PM		6.30AM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily		Leave Mon., Wed. and Fri.			
		303	313	353		379			

.....Time Over Subdivision..... (2.30) (3.50) (8.40) (6.30)
Average Speed Per Hour..... 22.4 27.7 17.6 16.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

Hours of signal operator, Bascule Drawbridge, continuous.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

12 EASTWARD

CUERO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from San Antonio	Timetable No. 72 December 11, 1949	Mile Post Location	FIRST CLASS	SECOND CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	376 Local Freight	307 Freight	302 Passenger				301 Passenger	308 Freight	375 Local Freight	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only	
	Leave Tues., Thurs. and Sat.	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Mon., Wed. and Fri.			
					STATIONS							
San Antonio Yard	BKP		9.00AM	0.0	TO-R SAN ANTONIO (Commerce St.)	209.3	5.30PM				Continuous	Continuous
	I			1.3	1.3 TOWER 121 (OLIVE St.)	208.0					Continuous	Continuous
	BKWOTY P			1.9	0.6 TO-R EAST YARD		207.4	5.21		1.15PM	Continuous	Continuous
	P	6.00AM		9.08	1.9	3.0 SALADO JUNCTION	204.5	5.15		1.00		
					4.9	5.6	136.1					
		6.26		9.22	10.5	MARTINEZ	130.5	5.02		12.42		
		6.47		9.33	17.4	6.9 ADKINS	123.6	4.50		12.25PM		
		7.13		9.45	25.9	8.5 LAVERNIA	115.1	4.36		11.53AM		
	17 W	7.32		9.57	32.2	6.3 SUTHERLAND SPRINGS	108.8	4.26		11.35		
	34 W	7.52		10.10	38.8	6.6 TO STOCKDALE	102.2	4.16		11.15	7.30AM to 4.30PM	Closed
	34	8.15		10.23	46.7	7.9 PANDORA	94.3	4.03		10.45		
	42	8.35		10.32	51.4	4.7 TO NIXON	89.6	3.55		10.32	7.30AM to 4.30PM	Closed
	47	8.55		10.46	59.4	8.0 SMILEY	81.6	3.40		9.45		
	63 W	9.35		11.07	72.0	12.6 WESTHOFF	69.0	3.18		9.05		
	25	9.56		11.19	81.0	9.0 LINDENAU	60.0	3.04		8.45		
				83.0	2.0 RIVER JUNCTION	58.0						
PWY Yard	10.57	10.00AM	11.27	85.9	2.9 TO-R CUERO	55.1	2.51	2.40PM	8.30	7.30AM to 4.30PM	See Note	
P	11.05	10.09	11.36	89.1	3.2 FRIAR	51.9	2.43	2.30	7.20			
19 P	11.20	10.18	11.43	93.0	3.9 VERHELLE	48.0	2.37	2.18	7.02			
40 P	11.50AM	10.29	11.50AM	97.0	4.0 THOMASTON	44.0	2.31	2.07	6.50			
22 P	12.21PM	10.43	12.01PM	103.2	6.2 NURSERY	37.8	2.21	1.57	6.30			
19	12.33	10.51	12.05	105.6	2.4 CRAIG	35.4	2.16	1.50	6.20			
20 P		11.20	12.12	110.8	5.2 DU PRE	30.3	2.09					
Victoria Yard	P	1.10PM	11.30AM	114.0	3.4 VICTORIA (Junction Switch)	90.6		1.30PM	6.00AM			
	BKWOYTP			12.30PM	114.2	0.5 TO-R VICTORIA (Passenger Station)	91.1	2.00PM			Continuous	Continuous
	Arrive Tues., Thurs. and Sat.	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Mon., Wed. and Fri.			
	376	307	302				301	308	375			

(7.10) (1.30) (3.30)Time Over Subdivision..... (3.30) (1.10) (7.15)
 15.6 18.9 32.6Average Speed Per Hour..... 32.6 24.3 15.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 307, Yoakum Subdivision, may assume the schedule of No. 307, Cuero Subdivision, and leave without a clearance.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 308, Cuero Subdivision, may assume the schedule of No. 308, Yoakum Subdivision, and leave without a clearance.

Nos. 301 and 302 at Victoria will use the Port Lavaca Main Track and the West leg of the wye for movements between Cuero Subdivision and Victoria (Passenger Station).

Cuero—Train Order Office Hours—7:30 a.m. to 4:30 p.m. Saturdays—Closed Sundays and legal holidays.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Kenedy	Timetable No. 72 December 11, 1949	Mile Post Location	FIRST CLASS	SECOND CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	378 Local Freight	308 Freight	310 Motor				309 Motor	307 Freight	377 Local Freight	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
	Leave Daily Except Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Except Sunday		
STATIONS											
BWOYP Yard	10.30AM		4.10AM	0.0	TO-R KENEDY 9.8	176.5	11.25PM		10.00AM	8.00AM 4.00PM 11.00PM 7.00AM	11.00PM to 7.00AM
37	10.55		s 4.28	9.8	RUNGE 7.1	166.7	s 11.00		9.20		
27	11.15AM		s 4.41	16.9	NORDHEIM 7.9	159.6	s 10.46		8.53		
28 W	12.10PM		s 4.58	24.8	TO YORKTOWN 9.0	151.7	s 10.30		8.30	7.30AM to 4.30PM	Closed
42	12.39		5.14	33.8	BUCHEL 5.1	142.7	10.10		7.55		
				38.9							
55 PWY Yard	1.08	2.50PM	s 5.40	41.4	A.P.B. { RIVER JUNCTION 2.5	58.0					
40 P	2.10	3.15	f 5.54	50.5	TO-R CUERO 9.1	135.4	s 9.55	9.45AM	7.35	7.30AM to 4.30PM	See Note
BKWOTY Yard P	2.45PM	3.35PM	s 6.12 6.25	58.6	EDGAR 8.1	126.3	f 9.28	9.20	6.51		
28			s 6.39	64.9	TO-R YOAKUM 6.3	118.2	s 9.15 9.00	9.00AM	6.30AM	5.30AM 1.30PM 6.00PM 2.00AM	5.30AM 1.30PM 6.00PM 2.00AM
37			s 7.00	75.9	SWEET HOME 11.0	111.9	s 8.41				
29			f 7.18	85.3	TO HALLETTSVILLE 9.4	100.9	s 8.22			7.30AM to 4.30PM	Closed
18			s 7.36	93.1	SUBLIME 7.8	91.5	f 8.02				
23			s 7.50	99.7	TO SHERIDAN 6.6	83.7	s 7.49			7.00AM to 4.00PM	Closed
13 W			s 8.07	107.1	ROCK ISLAND 7.4	77.1	s 7.36				
YI Yard W			8.25AM	115.6	ALTAIR 8.5	69.7	f 7.21				
					TOWER 115 (G.C.&S.F. T.&N.O. Crossing)						
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily		TO-R EAGLE LAKE	61.2	7.05PM			Continuous	Continuous
	378	308	310				Leave Daily	Leave Daily	Leave Daily Except Sunday		
	(4.15) 13.8	(0.45) 22.9	(4.15) 27.2		.....Time Over Subdivision.....		(4.20) 26.6	(0.45) 22.9	(3.30) 16.8		
					.....Average Speed Per Hour.....						

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 377 is Superior to No. 378, and No. 307 is Superior to No. 308.

See San Antonio Division time table for train movements at and beyond Eagle Lake. Transfer and siding Eagle Lake must be kept clear.

No. 310 connect with No. 314 at Kenedy.

Nos. 309 and 310 stop on flag at Mont.

Trains must obtain clearance at Yoakum.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 307, Yoakum Subdivision, may assume the schedule of No. 307, Cuero Subdivision, and leave without a clearance.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 308, Cuero Subdivision, may assume the schedule of No. 308, Yoakum Subdivision, and leave without a clearance.

Cuero—Train Order Office Hours—7:30 a.m. to 4:30 p.m. Saturdays—Closed Sundays and legal holidays.

14 EASTWARD		ROCKPORT SUBDIVISION				WESTWARD	
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		Distance from Rockport	Timetable No. 72 December 11, 1949		Mile Post Location	Train Order Office Hours	
			STATIONS			Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
Yard BY		0.0	TO-R	ROCKPORT 7.1	21.1	8.00AM to 5.00PM	Closed
58 Spur West		7.1		KOSMOS 3.0	14.0		
36 W		10.1		ARANSAS PASS 5.2	11.0		
45		15.3		INGLESIDE 5.8	5.8		
Yard YP		21.1	TO-R	GREGORY	0.0	6.00PM to 3.00AM	Closed

.....Time Over Subdivision.....
Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EASTWARD		PORT LAVACA SUBDIVISION				WESTWARD	
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		Distance from Victoria	Timetable No. 72 December 11, 1949		Mile Post Location	Train Order Office Hours	
			STATIONS			Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
Victoria Yard BKWOYTP		0.0	TO-R	VICTORIA (Passenger Station) 0.4	91.1	Continuous	Continuous
P		0.4		VICTORIA (Freight Yard) 0.2	27.0		
10 Spur West		0.6		(T. & N. O. & M. P. Crossing) 5.6	26.8		
21 Spur West		6.2		GUADALUPE 3.5	21.2		
		9.7		DA COSTA 3.5	17.7		
		13.2		PLACEDO 0.0	14.2		
I		13.2		TOWER 158 (M. P. Crossing) 0.1	14.2		Cabin
8		13.3		PLACEDO SIDING 6.3	14.1		
3 Spur West		19.6		KAMEY 2.3	7.8		
13		21.9		CLARKS 5.5	5.5		
Yard Y		27.4	TO	PORT LAVACA	0.0	8.00AM to 5.00PM	Closed

Eastward Trains are Superior to Trains of the Same Class
 in the Opposite Direction. (See Rule S-72)

EASTWARD

PALACIOS SUBDIVISION

WESTWARD 15

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from Palacios	Timetable No. 72 December 11, 1949		Mile Post Location	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	P	WY		306 Local Freight	STATIONS		305 Local Freight	Arrive Daily Except Sunday	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
				Leave Daily Except Sunday							6.30AM
Yard			10.35AM	0.0	TO-R PALACIOS	68.1	10.10AM	7.30AM to 4.30PM	Closed	
37			10.59	7.1	7.1 PHEASANT	61.0	9.50			
19	P		11.15	11.8	4.7 BLESSING	58.3	9.35			
25	I		11.35AM	16.3	4.5 TOWER 157 (M. P. Crossing)				Cabin	
50	P		12.18PM	25.6	9.3 MIDFIELD	51.8	9.20			
Bay City Yard	P W PI		12.47	31.8	6.2 MARKHAM	42.5	8.53			
					0.4 BAY CITY	36.3	8.35			
					5.0 TOWER 33 (G. C. & S. F. Crossing)	35.9			Automatic	
			1.15	37.2	6.8 VAN VLECK	30.9	8.03			
11	P		1.30	44.0	7.1 ASHWOOD	24.1	7.48			
29			1.51	51.1	2.9 PLEDGER	17.0	7.32			
Newgulf Yard	Y P		1.59	54.0	0.3 DON-TOL	14.1	7.25			
					0.8 (G. C. & S. F. Crossing)	13.8				
					2.4 NEWGULF	13.0				
53	P		2.12	57.5	1.3 TO BOLING	10.6	7.15	7.30AM to 4.30PM	Closed	
33			2.16	58.8	3.5 IAGO	9.3	7.09			
Wharton Yard	12 Spur East 86 YP I 27 BKWOP		2.25	62.3	5.8 BURR	5.8	7.01			
					0.3 WHARTON JUNCTION	0.0	6.37			
					0.5 TOWER 152 (G. C. & S. F. Crossing)	25.1			Cabin	
					TO-R WHARTON	25.6	6.30AM	7.00AM to 3.00PM 7.00PM to 3.00AM	7.00AM to 9.00AM 10.30PM to 12.30AM Saturdays 9.00PM to 11.59PM Sundays and Legal Holidays	
		Arrive Daily Except Sunday	306				Leave Daily Except Sunday	305		

(4.15)
16.2

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(3.40)
18.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 305 is Superior to No. 306.

EASTWARD

GUY SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from Guy	Timetable No. 72 December 11, 1949		Mile Post Location	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	Y	17 Spur East		I	STATIONS		Arrive Daily Except Sunday	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only	
										306 Local Freight
Y				0.0	GUY	15.7				
Rosenberg Yard	17 Spur East		15.7	4.7	4.7 NEEDVILLE	11.0				
					11.0 GUY JUNCTION	0.0				
					0.5 TO-R TOWER 17 (G.C. & S.F. Crossing)	36.3		Continuous	Continuous	
				16.2						
				16.6	0.4 ROSENBERG	35.9				

SEE SAN ANTONIO DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 17 AND ROSENBERG

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

GENERAL

1. A train may arrive at a station in advance of its schedule arriving time.

2. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION and, if necessary to avoid accident, STOP.

3. Employees are forbidden to ride on pilots of road engines, are forbidden to ride on foot boards of yard engines in direction of movement, and are forbidden to take position, either seated or standing, on handrails of yard or road engines.

4. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating track cars and roadway machines.

5. At stations where there are two or more sidings, eastward trains must take most westerly siding and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, time table bulletin, special instructions, or the movement made under flag protection.

6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B., used in conjunction with brackets at left of station column.

7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to the front and rear, except when coupled to a car, light next to car may be extinguished.

LOCAL

ALL SUBDIVISIONS

21. Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

Between	Cars	Class Freight	Engine Pass.
Rosenberg, Beeville, Skidmore and Alice	240,000	F-1	P-9
Wharton, Newgulf, Rosenberg and Guy	240,000	F-1	P-9
Newgulf and Palacios	210,000	C-9	P-6
Victoria and Port Lavaca	210,000	M-10	
Victoria, Cuero and Yoakum	240,000	F-1	P-9
Cuero and Salado Junction	210,000	MK-5	P-6
Eagle Lake and Yoakum	210,000	MK-5	P-6
River Junction and Kenedy	210,000	F-1	P-6
San Antonio and Beeville	210,000	F-1	P-9
Alice, McAllen and Brownsville	210,000	F-1	P-9
Skidmore and Corpus Christi	210,000	F-1	P-9
Gregory and Kosmos	210,000	C-9	
Kosmos and Rockport	169,000	C-24	

22. MK-5 class and heavier engines must be operated with special precaution on other than main tracks and must not use the following tracks:

Wharton	—Wilbeck gin spur.
Victoria	—City track; Wash track; Houston Oil Company spur.
Cuero	—East oil mill track; Compress tracks Nos. 2 and 3; City spur; Breeden-Runge spur; Cotton mill spur.
Yoakum	—East switches of yard tracks Nos. 1 to 7, inclusive, east yard; Swift & Co. track, New Storeroom track.
Goliad	—C. P. and L. spur.
Falfurrias	—City spur.
Southton	—Cotton mill spur.
Elmendorf	—Pottery spur.
Sasparamco	—Loading spurs Nos. 1 and 2; Sewer Pipe Works.

Kenedy	—Compress track No. 3; Short wye.
Sinton	—West leg of M. P. wye.
Taft	—Cotton storage track; Lumber spur; Oil mill track; Elevator track.
Corpus Christi	—Port tracks; Gas house spur; Staples Street track; East end storage tracks Nos. 1, and 2; East leg Epworth wye.
Hallettsville	—Warehouse spur; Oil mill spur.
Yorktown	—Lumber spur; Gin spur; stock pen track.
Nordheim	—House track.
Runge	—Team track.
San Carlos	—Produce track No. 2.
Harlingen	—Central Power and Light Co. track; Atlantic Commission Co. No. 2; Atlantic Commission Co. vegetable shed tracks; Rouw & Lutz track between Adams and Bell St. only.

23. Freight trains must be inspected at each water stop. When conditions are favorable, and in the judgment of the Conductor and Engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection.

Trainmen are not relieved of making inspections as prescribed by Rules 827 and 828 when stop is made for any other purpose. Provisions of Rule 830 must be closely observed.

24. Spring Switches are located as follows:

San Antonio	—Switch connecting west lead track with westward main track at Victoria Street, normal position for westward main track.
East Yard	—Switch connecting yard lead with eastward main track, east end of yard; normal position for the lead.
River Junction	—Junction switch; normal position for Yoakum Subdivision.
Edinburg Junction	—East wye switch; normal position for McAllen Subdivision. West wye switch Brownsville Subdivision normal position for Brownsville Subdivision.
McAllen	—East wye switch; normal position for main track.
McAllen	—West wye switch; normal position for west leg of wye.
McAllen	—Stem wye switch; normal position for east leg of wye.
Kenedy	—West leg long wye switch; normal position for Corpus Christi Subdivision.

These spring switches are not equipped with facing point locks. Springs switches east end of East Yard; Victoria Street at San Antonio; west wye switch and stem wye switch at McAllen are not protected by signals.

Speed over spring switches at McAllen is restricted to 10 miles per hour. Where reduction of speed over other spring switches is required, it will be indicated by speed boards, or by other speed restrictions applying within same limits.

25. When spring switches are located within the limits of Absolute-Permissive Block System and Absolute Signal governing the facing point movement of such switches indicates stop, in addition to complying with rules and special instructions applying to Absolute-Permissive Block System, a careful inspection must be made of the switches and it must be known that the route is safe for passage of trains before proceeding over the switch.

Spring switches so located are as follows:

River Junction—Junction switch; facing point movement governed by Absolute Signal located at Mile Post 55.5; Cuero Subdivision.

Edinburg Junction—East wye switch; facing point movement governed by Absolute Signal located at Mile Post 141.1; McAllen Subdivision.

26. Location of bulletin books at San Antonio and Houston: San Antonio—Train-order office, Commerce Street; Train-order office, East Yard; Enginehouse.
Houston —Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse and Yardmaster's office.

28. A trainman is required to ride on rear platform of trains while crossing the following bridges and to watch for fires on or about these structures:

Brownsville Subdivision:

158.47, Resaca Trestle, west of La Villa.

Alice Subdivision:

18.88, Nueces River, La Fruta.

117.09, San Antonio River, west of Goliad.

92.01, Guadalupe River, 93.36 and 93.74, west of Victoria.

Corpus Christi Subdivision:

144.75, Reef Bridge, east of Corpus Christi.

Cuero Subdivision:

48.54 Irish Creek, west of Verhelle.

57.21, Guadalupe River, west of Cuero.

75.48, and 75.68, west of Westhoff.

106.10, west of Stockdale.

110.43, west of Sutherland Springs.

Yoakum Subdivision:

169.49, San Antonio River, west of Runge.

67.05, Colorado River, east of Altair.

Rosenberg Subdivision:

68.98, Lavaca River, west of Edna.

59.60, Navidad River, west of Ganado.

25.95, Colorado River, west of Wharton.

18.72, West Bernard River, east of Hungerford.

14.76, East Bernard River, west of Kendleton.

Palacios Subdivision:

37.85, Colorado River, west of Bay City.

29. Trains, with the same conductor and engineer operating through the stations indicated, may be issued train orders on one subdivision which affect their movements on the other, or both, subdivisions:

Wharton Junction—Trains of the Rosenberg and Palacios Subdivisions.
Cuero —Trains of the Cuero and Yoakum Subdivisions.
Kenedy —Trains of the Yoakum and Corpus Christi Subdivisions.
Edinburg Junction—Trains of the McAllen and Brownsville Subdivisions.
Gregory —Trains of the Corpus Christi and Rockport Subdivisions.
Skidmore —Trains of the Corpus Christi and Alice Subdivisions.
Beeville —Trains of the Corpus Christi and Alice Subdivisions.

BROWNSVILLE AND McALLEN SUBDIVISIONS

42. No. 315 arriving Brownsville will back the train to the Passenger Station.

43. At Brownsville protection must be provided for all back-up movements over the three paved streets across main and wye tracks.

44. Movements of cars will not be made over Broadway paved street crossing, second street east of passenger station, Elsa, without member of crew in position on crossing to protect vehicular traffic. At night a member of the crew must be stationed on the street crossing with proper signals while crossing is occupied by train or cars standing on crossing.

45. Unless otherwise directed by train order, the engine arriving Edinburg Junction, on No. 315 will assume the schedule of No. 315 on the Brownsville Subdivision and the engine arriving Edinburg Junction on No. 312 will assume the schedule of No. 312 on the McAllen Subdivision.

46. At McAllen flag protection must be provided for all train, engine and switching movements over first highway crossing west of Missouri Pacific crossing.

47. At Alice flag protection must be provided for all train engine and switching movements on all tracks over Main Street just west of station building, and on Front Street just west of Tex-Mex crossing.

48. Because of sharp curvature, Beech St. and Cedar St. tracks, McAllen, must not be used by road engines except Engines 867, 868 and 869.

49. Edinburg Yard is a register station only for trains that originate or terminate there.

50. Within yard limits, Edinburg Yard, the main track may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main track occupied without protection.

51. Cars must not be kicked or dropped over Harriman Street, first crossing east of the passenger depot at Edinburg. A member of the crew must take position at the crossing with proper signals while switching is being performed over this crossing and/or while crossing is occupied.

CORPUS CHRISTI, ROCKPORT AND ALICE SUBDIVISIONS

52. At Kenedy, engines must not be cut off eastward trains and train left standing on grade west of Archer-Daniels elevator, unless sufficient number of hand brakes are set to hold the train.

53. Account grade condition, Stanolind Oil and Refinery Company trackage at Burnell, no movements will be made between the main track and the refinery, in either direction, without air brakes cut in and operative between engine and cars. Movements must not exceed 15 miles per hour on this track.

54. Gregory is train register station only for trains that originate or terminate there, except that trains may be directed by train order to register at Gregory.

55. The main track between Victoria (Passenger Station) and Victoria (Freight Yard) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

56. Kenedy is a register station only for trains that originate or terminate there.

57. At Mathis flag protection must be provided for all movements of engines and/or cars over paved highway crossing on Missouri Pacific interchange track and at night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

58. At Alice flag protection must be provided for all train, engine and switching movements on all tracks over Main Street just west of station building, and on Front Street just west of Tex. Mex crossing.

59. Maximum speed over Bascule Bridge, Corpus Christi, 12 miles per hour; over Reef Bridge, passenger trains 35 and freight trains 25 miles per hour but engines must not exceed 10 miles per hour over the Draw Span.

60. Within yard limits, Beeville and Skidmore, the main tracks may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main tracks occupied without protection.

61. Crossing gates, equipped with light signals, are located 400 feet east and west of Draw Span (MP 146.4), Corpus Christi Reef Bridge; normal position for rail traffic. When gates are set for rail traffic a green light will be displayed on gate to the right of main track in the direction of movement; when set for water traffic a red light will be displayed on gate in center of main track. Trains must approach gates with caution, and STOP if route is not clear. When route is clear trains may proceed without stopping in accordance with Item 59.

62. The main track between Alice Subdivision junction switch and passenger station, Beeville, will be used jointly by trains of the Corpus Christi and Alice Subdivisions.

63. Beeville is a register station only for trains that originate or terminate there.

64. San Antonio (Commerce Street) is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.

65. Main tracks between Tower 112, San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and the San Antonio Division. Trains between these points will run with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, may run ahead of first-class trains, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection.

66. Before detaching engine at East Yard hand brakes must be set on at least eight cars on east end of train to prevent cars rolling out of yard.

67. Westward trains of the Corpus Christi Subdivision, checking a regular train on register at East Yard or San Antonio (Commerce Street), or identifying a train on opposite track between East Yard and Tower 112, will not be required to check against the same train before passing from double to single track.

68. Siding at Taft extends from east switch to the cross-over switch.

69. Siding at Goliad extends from east switch to the east cross-over switch.

70. Trains and engines using Kosmos spur, Rockport Subdivision, must stop clear of highway and send flagman ahead with red signals to warn highway traffic before passing over crossing. Movement over crossing must not exceed 15 miles per hour and when possible no portion of train should be left standing within the right-of-way limits of highway.

71. All back-up movements or moves with cars ahead of engine over paved highway crossings, Gregory, must be preceded by flagman. At night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

72. At Corpus Christi flag protection must be provided for all yard engine movements over paved crossing, Highway 181, on Market Street, east of bascule bridge.

73. Normal position of switch, stem of wye, Corpus Christi, will be for east leg of wye (straight track).

74. LETTER TYPE INDICATORS are located on Absolute signals located on Alice and Corpus Christi subdivisions at junction and on Absolute signal MP 93.4, west of water tank, Beeville.

Westward Corpus Christi Subdivision trains will enter siding at east switch; westward trains Alice Subdivision will enter siding through crossover.

ROSENBERG, GUY, PALACIOS AND PORT LAVACA SUBDIVISIONS

75. Trains originating at Victoria (freight yard) must obtain clearance at Victoria passenger station. Trains originating or terminating at Victoria (freight yard) will register at Victoria passenger station.

76. Derails are located at Port Lavaca Subdivision main track east and west of Rosenberg Subdivision crossing, Victoria. Before handling derails to use the crossing, protection must be afforded in both directions on Rosenberg Subdivision. Rosenberg Subdivision trains will not exceed 6 miles per hour over this crossing.

78. The siding at Wharton is the track parallel to main track on south side opposite passenger station.

79. The main track between Wharton and Wharton Junction will be used jointly by trains of the Rosenberg and Palacios Subdivisions.

The main track between Guy Junction and Tower 17, Rosenberg, will be used jointly by trains of the Rosenberg and Guy Subdivisions.

The main track between Tower 17 and east switch of siding, Rosenberg, will be used jointly by trains of the Victoria and San Antonio Divisions and the G. C. & S. F.

80. Tower 17 is a register station only for trains that originate or terminate there. Trains may register at Tower 17 by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

82. The siding at Newgulf extends from the west switch to the east cross-over switch.

83. Main track between Victoria (passenger station) and Victoria (freight yard) and between Victoria (passenger station) and Cuero Subdivision main track (via west leg of wye) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

84. Wharton is a register station only for first class trains and trains originating and terminating there.

85. At Foster Field flag protection must be provided for all movements of engines—and/or cars—over highway crossing and at night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

CUERO AND YOAKUM SUBDIVISIONS

86. At Stockdale cars must not be kicked or dropped over Highway 123 East of Depot. A member of the crew must take position at the crossing with proper signals while switching is being performed over this crossing and/or while crossing is occupied.

87. First-class trains may register at East Yard by register ticket, Form 2642.

88. Main tracks between San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and San Antonio Division. Movements between these points must be made with caution, expecting to find the main track occupied, and movements against the current of traffic may be made only under flag protection.

89. The main track between East Yard and Salado Junction will be used jointly by trains of the Victoria Division and San Antonio Division, movements in accordance with Absolute-

Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

90. Hand brakes must be set on freight trains, or cuts of cars, before engine is detached, as follows: East Yard—At least 8 cars on east end of train. Yoakum (west yard)—At least 6 cars on west end of train. Yoakum (Waco left side tracks)—At least 6 cars on each end of train.

91. The main track between River Junction and the west wye switch, Cuero, will be used jointly by trains of the Cuero and Yoakum Subdivisions, movements in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

92. Normal position of switches Victoria-Yoakum leg of wye, Cuero, is for the wye to permit through movement between Victoria and Yoakum.

93. Trains of both the Cuero and Yoakum Subdivisions will be governed by train order signal located at passenger station, Cuero. The arm on side next to passenger station governs westward trains; the arm on opposite side governs eastward trains. Extra trains operating between Victoria and Yoakum and also extra trains operating between Yoakum and San Antonio on through running orders will obtain a clearance during hours an operator is on duty, and, during hours an operator is not on duty, may leave Cuero without a clearance if both arms of train order signal indicate "proceed."

94. Cuero is a register station for regular trains only.

95. Trains originating at Victoria (Freight Yard) must obtain clearance at Victoria (Passenger Station).

96. Trains originating or terminating at Victoria (Freight Yard) will register at Victoria (Passenger Station).

97. East Yard is a train order office only for trains that originate there.

98. Assigned hours of gateman at Gonzales Street, Yoakum, are 10.00 A.M. to 1 P.M. and 5.00 P.M. to 10.00 P.M. daily. When gateman is not on duty a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

99. At Friar movements between the main track and the gravel pit must not be made in excess of 15 miles per hour and train air brakes must be cut in and operative between engine and cars.

100. At Du Pre flag protection must be provided for all movements of engines—and/or cars—over highway crossing on Heldenfels gravel pit track and at night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

101. The main track between Victoria (Passenger Station) and Victoria (Freight Yard) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Cordull	Rosenberg	61.3	23
Matilda	"	68.6	60-E
Thrasher	"	86.3	3-E
McCarthy	Palacios	65.9	8-W
Soco	Alice	102.1	8-E
Raisin	"	99.3	22-E
McNamara	"	120.4	4-W
Melo	"	121.7	7-E
La Fruta	"	18.7	22-E
Blue Mott	Cuero	22.7	0
Carpenter	"	120.2	11-W
Saunders	"	126.7	5-W
Seeligson	McAllen	66.2	12-E
La Gloria	"	75.2	14-E
Dixie	"	87.58	25-E
Solino	"	130.5	50
Ken	"	149.6	7-E
Macrod	Brownsville	186.8	15-E
Palmetal	"	176.3	10
Loggins	"	172.1	0
Rogerslacy	"	161.4	17-W
Hollimon	Yoakum	51.9	39
Mont	Yoakum	106.9	3-E
Castle	"	161.12	24-E
Cowan	Corpus Christi	81.9	24-W
Clara	"	107.1	17-E
Midway	"	133.8	5-E
Gainey	Guy	13.2	10-E

111. Unless otherwise further restricted, the following is maximum speed for trains between the points named:

BETWEEN	Steam Passenger Trains			Engines with two-wheel engine trucks in passenger service			Manifest freight trains when handled by engines not otherwise restricted and when not handling any of the restricted cars shown in Item 120			Freight and Mixed Trains			Trains handling derricks, ditchers, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
Rosenberg and Beeville.....	55	55	SPEED BOARDS GOVERN	40	40	SPEED BOARDS GOVERN	40	40	FREIGHT TRAIN SPEED ON SPEED BOARDS GOVERNS	35	35	SPEED BOARDS GOVERN	25	25	18
Beeville and Skidmore.....	60	60		40	40		40	40		35	35		25	25	18
Skidmore and Alice.....	50	50		40	40		35	35		35	35		25	25	18
Alice and Harlingen.....	55	55		40	40		40	40		35	35		25	25	18
Edinburg Junction and McAllen.....	55	55		40	40		40	40		35	35		25	25	18
Harlingen and Brownsville.....	50	50		40	40		35	35		35	35		25	25	18
Tower 112 and Beeville.....	50	45		40	40		35	35		35	35		25	25	18
Skidmore and Corpus Christi.....	45	45		40	40		35	35		30	30		25	25	18
Eagle Lake and Yoakum.....	40	40		35	35		25	25		25	25		20	15	15
Yoakum and Cuero.....	50	45		40	40		40	35		30	30		25	25	18
River Junction and Kenedy.....	40	40		35	35		30	25		30	25		25	20	15
Salado Junction and Cuero.....	45	45		40	40		35	30		30	30		25	25	18
Cuero and Victoria.....	50	45		40	40		40	35		35	35		25	25	18
Victoria and Pt. Lavaca.....	20	20		20	20					20	20		15	15	15
Wharton Junction and Newgulf.....	40	40		35	35					25	25		20	20	15
Newgulf and Palacios.....	40	40		35	35					30	25		20	20	15
Rosenberg and Guy.....	30	30		30	30					20	20		20	18	15
Gregory and Rockport.....	25	25		25	25					20	20		15	15	15

111a. Through corporate limits of cities and towns named trains and engines must not exceed the speed indicated.

Wharton, 25 miles per hour; El Campo, 20 miles per hour; Edna, 10 miles per hour; Victoria, 6 miles per hour; Beeville, 20 miles per hour; Harlingen, 18 miles per hour (First St., 6 miles per hour); San Antonio, 18 miles per hour; Eagle Lake, 20 miles per hour.

Trains and Engines must not exceed 5 MPH, over first street east of Freight Station, Bay City, over Harriman Street first street East of Passenger Station Edinburg, over Broadway second street east of Passenger Station Elsa, and over Palm Boulevard, near MP204 Brownsville.

112. Trains must not exceed 15 miles per hour through cross-overs, junctions and other diverging switches; 25 miles per hour over draw bridges; 30 miles per hour in facing movements over spring switches; Passenger trains must not exceed 45 miles per hour and freight trains 30 miles per hour over railroad crossings at grade not otherwise restricted.

113. Unless otherwise further restricted, the following is maximum speed for Gas Electric Motor passenger trains between points named:

Eagle Lake and Yoakum, 45 miles per hour; Yoakum and Cuero, 55 miles per hour; River Junction and Kenedy, 45 miles per hour; Cuero and Salado Junction, 50 miles per hour; Rosenberg and Cuero, 55 miles per hour.

114. Trains and engines must not exceed 10 miles per hour through either leg of wye, Cuero; through Alice Subdivision connecting track, Beeville; and through turnouts and inside tracks on Yoakum, Port Lavaca and Rockport Subdivisions.

115. Trains and engines must proceed with caution between Dakota and Wyoming Streets and between Crockett and East Houston Streets, San Antonio looking out for cross-over movements to and from passenger yard, and during the hours named below, must not exceed 6 miles per hour over following street

crossings and, if necessary, send a flagman ahead before proceeding:

Sherman, Burleson, Lamar, Burnet, Montana, Wyoming, Dakota.....12:01 a.m. to 6.00 a.m.

116. Passenger trains handling converted steel wheel box cars or converted foreign line box cars equipped with steel wheels only, must not exceed maximum speed of 40 MPH, and with steel wheels, snubbers, and AB brake equipment, 45 MPH between Rosenberg and Skidmore, San Antonio and Corpus Christi, Skidmore, McAllen and Brownsville, and not exceed maximum freight train speed between all other points.

117. LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTION OF TRACK

Sub-divisions	FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
	Location of Speed Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.	Location of Speed Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.
Cuero	107.30	106.55	105.75	105.00	105.75	106.55
Yoakum	168.50	167.75	167.35	166.60	167.35	167.75
Alice	18.90	18.15	15.25	14.50	15.25	18.15
Brownsville	204.40	203.65	203.28	203.28	202.53	203.65
Palacios	32.50	31.75	30.50	29.75	30.50	31.75
Corpus Christi	21.00	20.25	18.61	17.86	18.61	20.25
	29.25	28.50	26.95	26.20	26.95	28.50
	45.77	45.02	44.35	43.60	44.35	45.02
	56.75	56.00	54.13	53.38	54.13	56.00
	64.43	63.68	62.78	62.03	62.78	63.68
	73.75	73.00	72.40	71.65	72.40	73.00

SPECIAL INSTRUCTIONS

MAXIMUM SPEED OF ENGINES

119. The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:

30 miles per hour
481 867 to 894
35 miles per hour
803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.
40 miles per hour
800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

Steam yard engines in service, running forward or backward with or without cars.....20 miles per hour

Steam yard engines, not equipped with engine trucks, in tow in charge of messenger, and under sufficient steam to lubricate moving forward or backward, rods in place or removed.....20 miles per hour

Diesel-electric road engines, when running forward light, or in tow.....50 miles per hour

Diesel-electric road engines, when running backward or with controlling unit trailing, with or without cars.....30 miles per hour

Diesel-electric yard engines in service running forward, or backward, with or without cars; or being hauled in train, forward or backward.....40 miles per hour

Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place.....Freight train speed

Road engines running forward, light, unless otherwise directed.....Freight train speed

Road engines moving backward, in service or in tow, rods in place.....20 miles per hour

Road engines running under own steam or hauled in train, when all the weight has been removed from only one pair of drivers, or engine truck removed.....20 miles per hour

Road engines moving forward or backward, main or side rods, or both, removed.....20 miles per hour

Gas-electric motor passenger cars while being hauled in trains, forward or backward.....60 miles per hour

Gas-electric motor passenger cars running backward, either with or without cars.....20 miles per hour

Speed of freight trains handling logs loaded on flat or logging cars.....25 miles per hour

120. Speed shown under "Manifest Freight Trains," Item 111, may be observed when not handling:

Loaded tank cars of more than 11,000 gallons capacity.
Open top cars loaded to excessive height or width, or with weight not properly distributed.

Twin or multiple loads, or any loads requiring idler cars.
Equipment shown in last column of Item 111.
Cars with arch bar type trucks.

121. MK-5 class and heavier engines must not exceed 25 MPH between Eagle Lake and Yoakum; Runge and Kenedy; and 30 MPH between Cuero and Salado Junction; Skidmore and Corpus Christi.

MK-5 class and heavier engines must not exceed 15 MPH over Bridge 92.68, Navidad River, Sublime.

Passenger trains handled by P-5 class and heavier Engines must not exceed 35 MPH between Yoakum and Eagle Lake and between River Junction and Kenedy.

M-21 class engines must not exceed speed authorized for freight and mixed trains, Item 111.

122. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of 3 MPH must not be exceeded.

	Maximum Height of Water above Top of Rail
1. Diesel-electric locomotives	4 inches
2. Gas-electric motor cars	4 inches
3. Streamlined passenger equipment.....	6 inches
4. Steam locomotives and conventional passenger equipment	12 inches

When Diesel-electric locomotives or gas-electric motor cars are operated by own power, controller should be in series position.

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

TIME INSPECTORS

Sidney Y. Ball, General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Bldg.....	Houston, Texas
W. E. Connor, 1222 Hardy Street.....	Houston, Texas
Chas. Gildemeister, 122 Broadway.....	San Antonio, Texas
O. B. Humble, 1217 South Flores.....	San Antonio, Texas
Wm. L. Dostal.....	Rosenberg, Texas
E. H. Boyd.....	Wharton, Texas
N. O. Jacobs.....	Victoria, Texas
Albrecht Jewelry Co.....	Yoakum, Texas
W. A. Swope.....	Alice, Texas
Taylor Bros.	Corpus Christi, Texas
Dorfman's Jewelry Store, Inc.	Brownsville, Texas
R. B. Roberts.....	Harlingen, Texas
Milton T. Blackwell.....	McAllen, Texas
A. L. Jolly.....	Edinburg, Texas

LEGAL HOLIDAYS

New Year's Day.....	January 1st.
Washington's Birthday.....	February 22nd.
Decoration Day.....	May 30th.
Independence Day.....	July 4th.
Labor Day.....	First Monday in September.
Thanksgiving Day.....	Fourth Thursday in November.
Christmas.....	December 25th.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

CABIN INTERLOCKING

- Tower 152, G. C. & S. F. Crossing Wharton normally lined for T. & N. O.
- Tower 157 M. P. Crossing Blessing normally lined for M. P.
- Tower 149 M. P. Crossing mile post 136 near Alsonia normally lined for T. & N. O.
- Tower 145 M. P. Crossing Edinburg Junction normally lined for T. & N. O.
- Tower 146 M. P. Crossing Edcouch normally lined for T. & N. O.
- Tower 147 M. P. Crossing Lantana normally lined for T. & N. O.
- Tower 151 M. P. Crossing mile post 191.3 near Los Fresnos normally lined for T. & N. O.
- Tower 158 M. P. Crossing Placedo normally lined for M. P.

Instructions for operating interlockings are located at each interlocking station. When operated by member of train crew interlocking will be restored to normal position as soon as movement completed through interlocking limits.

AUTOMATIC INTERLOCKING

M. P. Crossing, MP 122.7, West Sinton.

Normal position of governing signals is STOP.

Signals governing route through interlocking limits should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit and signals do not clear, a member of crew should proceed to crossing to ascertain conditions. If a train is not observed on intersecting route or standing on approach circuit or moving away from interlocking, member of crew will unlock box marked "T.&N.O. RELEASE" and operate push button and after two minutes and forty-five seconds, the signal governing route should assume PROCEED position. If home signal fails to assume proceed position, train must be governed by Rule 663.

If a train on intersecting route is observed approaching the crossing, push button must not be operated until such train has passed the crossing or has stopped.

If a train, after entering the approach circuit, does not pass the home signal within a period of four minutes, the home signal, after indicating proceed, will automatically return to stop position and will not again clear until the train enters the CLEARING CIRCUIT.

Cars must not be left standing in the CLEARING CIRCUIT.

G. C. & S. F. Crossing, MP 35.9, Bay City, and M. P. Crossing, MP 91.6, Victoria.

Normal position of governing signals is STOP.

Signals governing route through interlocking limits should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit and signals do not clear, a member of the crew should proceed to crossing to ascertain conditions. If train is not observed on intersecting route or standing on approach circuit or moving away from interlocking, member of crew will unlock box marked "T. & N. O. RELEASE," turn knob on release to the right as far as it will go, then permit release to run down, after which signals should assume PROCEED position. If home signals fail to assume proceed position, trains must be governed by Rule 663.

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or stopped.

REMOTE INTERLOCKING

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

Before moving over an electrically-operated switch with the signal indicating STOP, it must be known the switch is properly set, and a speed of 12 miles per hour must not be exceeded until the entire train has passed over the switch.

BEEVILLE

The switch connecting the Alice Subdivision with the Corpus Christi Subdivision is electrically operated from the train-order office.

When the signal is not cleared, or the switch is not set for the route required, the following whistle code will be used:

To Alice Subdivision main track eastward from any point o — o

To Corpus Christi and Alice Subdivisions main track westward from any point —

To Corpus Christi Subdivision main track eastward from any point — o o —

When necessary to operate switch by hand it will be handled by the operator or, upon his instructions, by trainmen or enginemen.

EAST YARD

The switch at east end of double track is electrically operated from the train-order office; the normal position is for the westward track.

When the signal is not cleared, or the switch is not set for the route required, trainmen or enginemen will communicate with the operator by telephone, one of which is located in a box on the east side of instrument case opposite power switch, and the other on track side of cantilever at Signal 2070. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in the telephone box on instrument case.

ROSENBERG

The west switch of the San Antonio Division west siding is electrically operated from Tower 17.

When the signal is not cleared, or the switch is not set for the route required, trainmen or enginemen will communicate with the signal operator by telephone, but inferior eastward trains on San Antonio Division approaching and finding switch set for main-track movement and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement. Telephone is located in box on signal case at west end of siding. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in telephone box.

ABSOLUTE-PERMISSIVE BLOCK SYSTEM

(A. P. B.)

CUERO SUBDIVISION**Absolute-Permissive Block System Limits Between River Junction and Cuero.**

Absolute signal located at west wye switch, Cuero, MP 55.5, governs westward movements.

Absolute signals located at fouling point, River Junction, govern eastward movements on the Cuero Subdivision and from the Yoakum Subdivision.

Overlaps of absolute signal at west wye switch, Cuero, extend 2285 feet west of River Junction, on Yoakum Subdivision, and 3390 feet west of River Junction on Cuero Subdivision, and are indicated by overlap posts.

Trains may enter main track at west switch of west storage track, Cuero, when switch indicates "block clear." To enter the main track when switch indicator indicates "block occupied," movement must be made in compliance with Rule 744 and in addition, must be protected against westward trains.

McALLEN SUBDIVISION**Absolute-Permissive Block System Limits Between Edinburg Junction and Edinburg Yard.**

Absolute signals located at fouling point, Edinburg Junction, govern eastward movements on the McAllen Subdivision and movements from the Brownsville Subdivision.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1, governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Subdivision, and west wye switch on Brownsville Subdivision, Edinburg Junction, and are indicated by overlap posts.

Trains may enter main track through west switch of extension, Edinburg Yard, when switch indicator indicates "block clear." To enter main track when switch indicator indicates "block occupied," movement must be made in compliance with Rule 744, and in addition, must be protected against westward trains.

SPECIAL INSTRUCTIONS

SAN ANTONIO DIVISION

Absolute-Permissive Block System Limits Between East Yard and Salado Junction.

Absolute signal located east of the east end of double track, East Yard, governs movement from that point to Salado Junction.

Absolute signal located on the San Antonio Division 550 feet east of Salado Junction switch, and absolute signal located on the Victoria Division at Salado Junction govern movements Salado Junction to end of double track, East Yard. Overlap on San Antonio Division extends east of Salado Junction to Signal 2027.

Trains entering Absolute-Permissive Block System Limits from Victoria Division at Salado Junction, if indicator located at Salado Junction switch indicates "block clear," switch may be set. After proper lineup has been made, and after waiting one minute, signal will indicate "proceed" if block is clear.

Trains entering Absolute-Permissive Block System Limits from Victoria Division at Salado Junction, as per Rule 744, with absolute signal, located on the Victoria Division at "STOP" and indicator at switch indicating "block occupied," must protect against westward trains on the San Antonio Division.

CENTRALIZED TRAFFIC CONTROL SYSTEM

(C. T. C.)

ALICE AND CORPUS CHRISTI SUBDIVISIONS

Centralized Traffic Control System Limits Between Beeville and Skidmore.

Absolute signals located MP 93, Corpus Christi Subdivision, and MP 146, Alice Subdivision, which includes junction of Alice and Corpus Christi Subdivisions at Beeville, govern westward movements.

Absolute signal located just east of the east switch, Skidmore, MP 103.8, governing eastward movements.

Controlled sidings are located at Darby and Yougeen and power switches at these stations are equipped with cranks.

Trains may enter main track from diverging tracks, other than the controlled sidings, when the switch indicator indicates "block clear." To enter the main track when the switch indicator indicates "block occupied," permission must first be obtained from the signal operator at Beeville and movement must be made in compliance with Rule 776.

Telephones at Darby, Yougeen, East switch to siding and in register office at Skidmore are connected with train-order office, Beeville.

INTERLOCKING WHISTLE CODES

INTERLOCKING 17, G. C. & S. F. CROSSING, ROSENBERG

- Main track from any point _____
- To west siding from any point _____ o o _____
- To east siding from any point o _____
- Victoria Division from any point _____ o _____
- G. C. & S. F. from any point _____ o o

INTERLOCKING 159, MO. PAC. CROSSING, MATHIS

Main track _____

INTERLOCKING 138, MO. PAC. CROSSING, HARLINGEN

Main track _____

When signal operator is not on duty route will be set for Mo. Pac. movements.

When necessary for T. & N. O. trains to use the interlocking while route is set for Mo. Pac., and signal operator is not on duty, he must be called to operate the interlocking.

BASCULE DRAWBRIDGE, (MP. 148.3) CORPUS CHRISTI

Main track _____

To and from Port Terminal Lead _____ o

INTERLOCKING 112, S. A. B. & T. CROSSING, SAN ANTONIO

Westward main track with current of traffic from any point _____

Westward main track against current of traffic from any point o _____

Eastward main track with current of traffic from any point _____ o o _____

Eastward main track against current of traffic from any point _____ o _____

To Victoria Division from any point o _____ o

To Kerrville Subdivision from any point _____ o o

INTERLOCKING 121, OLIVE STREET, SAN ANTONIO

Westward main track with current of traffic from any point _____

Eastward main track with current of traffic from any point _____ o o _____

East Yard from any point _____ o _____

Enginehouse lead from any point o _____ o o

Industry Yard from any point _____ o o

NOTE:—A buzzer located on corner of enginehouse will be used in lieu of engine whistle for all outbound engine movements from enginehouse, using above code.

Engines moving westward over Hackberry Street on auxiliary track must approach interlocking switch located just west of Hackberry Street expecting to find it lined for either route.

Yard engines moving through interlocking from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

INTERLOCKING 115, T. & N. O. and G. C. & S. F. CROSSINGS, EAGLE LAKE

Main track, Glidden Subdivision, eastward from any point _____

Main track, Glidden Subdivision, westward from any point o _____ o

Main track, Bellaire Subdivision, from any point o _____ o o

Main track, Yoakum Subdivision, from any point o o _____ o o

To Glidden Subdivision siding from any point _____ o o _____

To Rice Mill Spur from any point _____ o o

East end ice track and Alamo Lumber Co. Spur Switch are electrically locked and cannot be hand operated until released by Signal Operator.

Telephone located on pole just east of Rice Mill track.

TELEPHONES LOCATED IN OTHER THAN STATION BUILDINGS OR TELEPHONE BOOTHS

In Section Houses

On Pole

In Tool Houses

- | | | |
|-------------|----------|-------------------------|
| Burr | Aloe | Linn |
| Rosenberg | Fannin | La Blanca |
| Hungerford | Goliad | La Villa |
| Mackay | Berclair | Southton |
| El Campo | Poesta | Calaveras Creek (MP 20) |
| Louise | Tynan | Falls City |
| Ganado | Alfred | Normanna |
| Edna | Ben Bolt | Sinton |
| Inez | Ella | Thomaston |
| Reef Bridge | Rachal | Spring Creek (DuPre) |

- Hobson
- Colorado River Bridge (Bay City)
- Thomaston Gravel Pit
- Elmendorf Pottery Spur
- Friar Gravel Pit

- Ashwood
- Edgar

SPECIAL INSTRUCTIONS

RATINGS OF ENGINES IN FREIGHT SERVICE

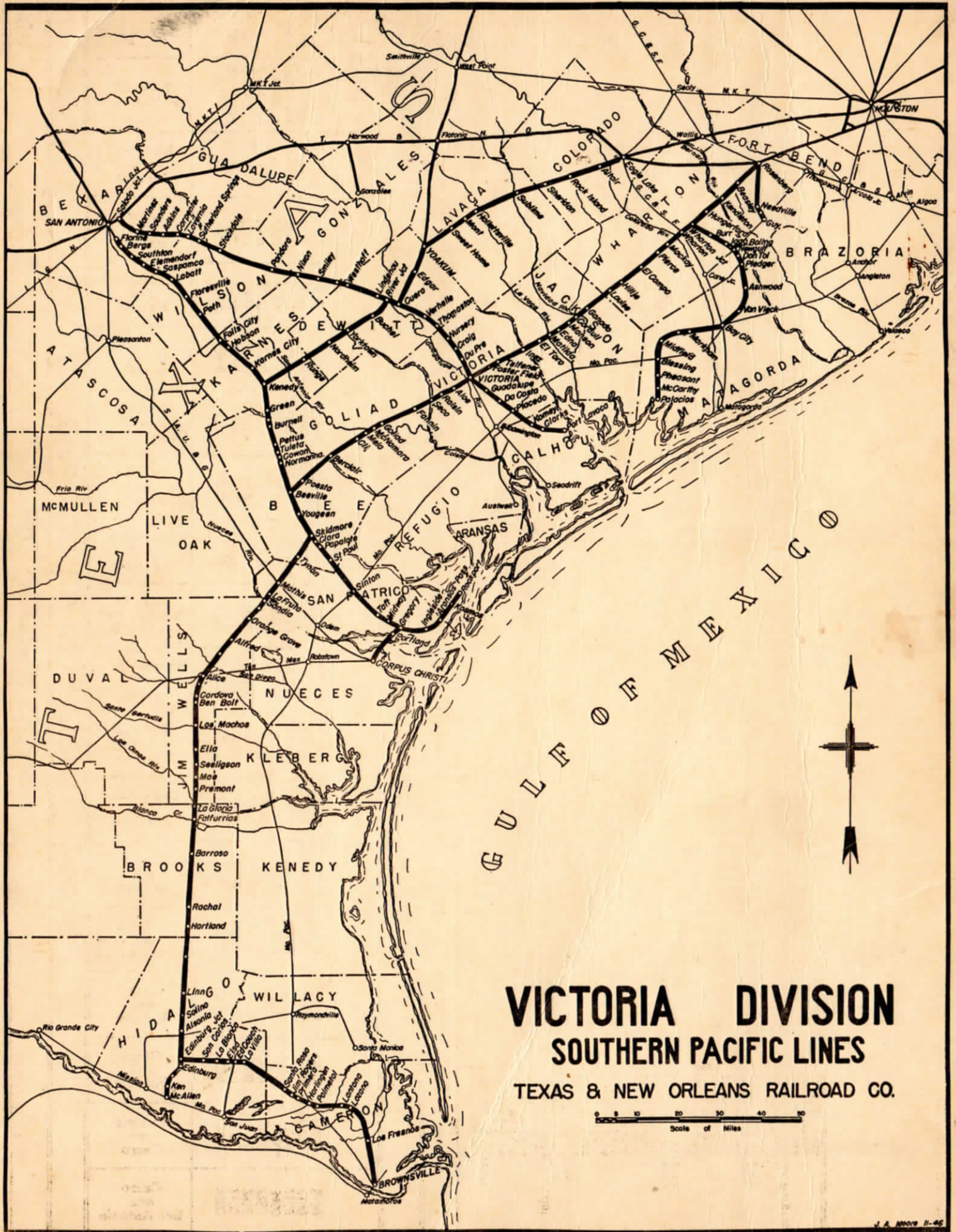
CLASS	ENGINE NUMBERS	Rosenberg and Victoria	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice to McAllen and Brownsville	Brownsville to McAllen Alice	Wharton and Palacios	Eagle Lake and Sheridan	Sheridan and Yoakum	Yoakum and Cuero	Cuero and Kenedy	Cuero and Yoakum	Victoria and Cuero	Cuero and San Antonio
M-9	550 to 556	5310	3080	2380	2000	4590	2220	2300	5310	5310	5310	4140	2160	2180	2150	2350	3230	2020
M-10	500 to 514	5580	3240	2500	2100	4820	2330	2420	5580	5580	5580	4330	2270	2290	2260	2470	3390	2120
M-21	520 to 529	7000	4150	3200	2740	6200	3000	3100	6870	6000	6000	6000	3000	3100	3000	3260	4450	2810
T-28	388 to 399	5780	5000	3250	2500	6000	3250	4150	8000	6250	5780	4680	2440	2460	2430	2660	3660	2280
C-9	808 to 850	9000	6500	4250	3250	8000	4000	5500	9000	7500	9000	9000	3750	5000	3750	4600	8000	3400
C-24	885 to 894	9400	2930	2330	1980	4840	2160	2280	5440	5440	4440	4440	2340	2360	2330	2550	3520	2160
MK-5	738 to 794	12000	8200	4700	3750	10000	4500	6500	11500	8500	11000	12000	4000	6000	4000	5800	10000	4100
F-1	955 to 999	13500	9350	6000	5100	12000	5700	8000	13500	10000	.....	.....	.....	7500	5250	7250	12500	5200

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon	Beeville	Dr. L. W. Kripland	Local Surgeon	Houston	Dr. S. A. King	Local Surgeon	Houston	Dr. E. W. Jones	Examining Surgeon
Houston	Dr. Frank K. Dornak	Assistant Chief Surgeon	Brownsville	Dr. B. M. W. Works	Examining Surgeon	Houston	Dr. W. A. Guynes	Local Surgeon	Houston	Dr. W. H. Dunne	Local Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon	Brownsville	Dr. S. J. Merrill	Local Surgeon	Houston	Dr. W. H. Duncun	Local Surgeon	Houston	Dr. Alfred S. Osborn	Local Surgeon
Houston	Dr. G. M. Ashmore	Local Surgeon	Brownsville	Dr. O. V. Lawrence	Oculist and Aurist	Houston	Dr. F. E. Osborn	Local Surgeon	Houston	Dr. W. E. Whitman	Local Surgeon
Houston	Dr. B. H. Bayan	Local Surgeon	Brownsville	Dr. J. C. Withers	Local Surgeon	Houston	Dr. L. H. Moore	Local Surgeon	Houston	Dr. L. V. Casey	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon	Brownsville	Dr. G. W. Edgerton	Division Surgeon	Houston	Dr. R. W. Osborn	Local Surgeon	Houston	Dr. L. V. Casey	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon	Brownsville	Dr. C. D. Dixon	Local Surgeon	Houston	Dr. N. G. Johnson	Local Surgeon	Houston	Dr. R. G. Johnson	Local Surgeon
Houston	Dr. Allan Collette	Local Surgeon	Brownsville	Dr. Kiebert Eckhardt	Local Surgeon	Houston	Dr. N. C. Boethel	Local Surgeon	Houston	Dr. N. C. Boethel	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Brownsville	Dr. William Horbaly	Local Surgeon	Houston	Dr. J. A. Elder	Local Surgeon	Houston	Dr. J. A. Elder	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon	Brownsville	Dr. G. M. Russo	Local Surgeon	Houston	Dr. R. A. Moore	Local Surgeon	Houston	Dr. R. A. Moore	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon	Brownsville	Dr. L. W. O. Janssen	Local Oculist and Aurist	Houston	Dr. J. R. Warner	Local Surgeon	Houston	Dr. J. R. Warner	Local Surgeon
Houston	Dr. Donald M. Greedy	Local Surgeon	Brownsville	Dr. F. B. Kelly	Local Oculist	Houston	Dr. J. A. Warner	Local Surgeon	Houston	Dr. J. A. Warner	Local Surgeon
Houston	Dr. E. A. Moers	Local Surgeon	Brownsville	Dr. Frank A. Prather	Examining Surgeon	Houston	Dr. L. A. Wilcox	Local Surgeon	Houston	Dr. L. A. Wilcox	Local Surgeon
Houston	Dr. J. L. Patterson	Local Surgeon	Brownsville	Dr. J. C. Dobbs	Local Surgeon	Houston	Dr. S. W. Lester	Local Surgeon	Houston	Dr. S. W. Lester	Local Surgeon
Houston	Dr. L. L. Zarr	Local Surgeon	Brownsville	Dr. J. G. Burns	Local Surgeon	Houston	Dr. T. V. Dozier	Local Surgeon	Houston	Dr. T. V. Dozier	Local Surgeon
Houston	Dr. H. L. Kaplan	Clinic Physician	Brownsville	Dr. J. C. DeWitt	Local Oculist and Aurist	Houston	Dr. I. G. Wood	Local Surgeon	Houston	Dr. I. G. Wood	Local Surgeon
Houston	Dr. E. W. Coyle	Division Surgeon	Brownsville	Dr. G. M. Duckworth	Local Oculist and Aurist	Houston	Dr. J. W. Balke	Local Surgeon	Houston	Dr. J. W. Balke	Local Surgeon
Houston	Dr. E. D. Shipman	Examining Surgeon	Brownsville	Dr. J. L. Montague	Examining Surgeon	Houston	Dr. R. I. Yelderman	Local Surgeon	Houston	Dr. R. I. Yelderman	Local Surgeon
Houston	Dr. Jackson Seull	Examining Surgeon	Brownsville	Dr. J. W. Holloman, Jr.	Local Surgeon	Houston	Dr. J. W. Weeks	Local Surgeon	Houston	Dr. J. W. Weeks	Local Surgeon
Houston	Dr. Dudley Jackson	Local Surgeon	Brownsville	Dr. R. V. Wells	Local Surgeon	Houston	Dr. M. C. Rittman	Local Surgeon	Houston	Dr. M. C. Rittman	Local Surgeon
Houston	Dr. F. G. Laboucade	Local Surgeon	Brownsville	Dr. H. V. Reeves	Examining Surgeon	Houston	Dr. J. W. Weeks	Local Surgeon	Houston	Dr. J. W. Weeks	Local Surgeon
Houston	Dr. F. L. Novak	Local Surgeon	Brownsville	Dr. C. H. Orker	Examining Surgeon	Houston	Dr. C. C. Cogburn	Local Surgeon	Houston	Dr. C. C. Cogburn	Local Surgeon
Houston	Dr. A. M. Rogers	Local Surgeon	Brownsville	Dr. W. W. Archer	Examining Surgeon	Houston	Dr. Ella Ware	Local Surgeon	Houston	Dr. Ella Ware	Local Surgeon
Houston	Dr. M. W. McGurdy	Local Surgeon	Brownsville	Dr. J. W. Oxford	Local Surgeon	Houston	Dr. J. M. Neal	Local Surgeon	Houston	Dr. J. M. Neal	Local Surgeon
Houston	Dr. T. W. Folbre	Local Oculist and Aurist	Brownsville	Dr. J. H. McMillan (Port)	Local Surgeon	Houston	Dr. F. J. L. Blassingame	Local Surgeon	Houston	Dr. F. J. L. Blassingame	Local Surgeon
Houston	Dr. A. E. Clark, Jr.	Local Oculist and Aurist	Brownsville	Dr. L. W. Chilton, Jr.	Local Surgeon	Houston	Dr. C. M. Poff	Local Surgeon	Houston	Dr. C. M. Poff	Local Surgeon
Houston	Dr. O. H. Judkins	Local Oculist and Aurist	Brownsville	Dr. J. M. Bankliff	Local Surgeon	Houston	Dr. T. M. Neal	Local Surgeon	Houston	Dr. T. M. Neal	Local Surgeon
Houston	Dr. F. B. Shields	Examining Surgeon	Brownsville	Dr. L. H. McMillan (Port)	Local Surgeon	Houston	Dr. R. H. Brown, Jr.	Local Surgeon	Houston	Dr. R. H. Brown, Jr.	Local Surgeon
Houston	Dr. Joseph Hopkins	Examining Surgeon	Brownsville	Dr. C. T. Duhner	Local Surgeon	Houston	Dr. H. H. Marek	Local Surgeon	Houston	Dr. H. H. Marek	Local Surgeon
Houston	Dr. A. F. Moore	Local Surgeon	Brownsville	Dr. G. W. Gallahar	Local Surgeon	Houston	Dr. E. G. Eckhardt	Local Surgeon	Houston	Dr. E. G. Eckhardt	Local Surgeon
Houston	Dr. W. W. Sale	Local Surgeon	Brownsville	Dr. A. M. Letzerich	Local Surgeon	Houston	Dr. H. C. Nowierski	Local Surgeon	Houston	Dr. H. C. Nowierski	Local Surgeon
Houston	Dr. George G. Wychde	Examining Surgeon	Brownsville	Dr. C. O. O'olt, Jr.	Local Surgeon	Houston	Dr. L. W. Nowierski	Local Surgeon	Houston	Dr. L. W. Nowierski	Local Surgeon
Houston	Dr. C. L. Behrens	Examining Surgeon	Brownsville	Dr. A. J. Ashcraft, Jr.	Local Surgeon	Houston	Dr. L. W. Nowierski	Local Surgeon	Houston	Dr. L. W. Nowierski	Local Surgeon
Houston	Dr. Lane Barbour	Local Surgeon	Brownsville	Dr. T. J. Lamotte	Oculist and Aurist	Houston	Dr. L. W. Nowierski	Local Surgeon	Houston	Dr. L. W. Nowierski	Local Surgeon

General Hospital—
Houston, Thomas Street between James and Paschal.

Emergency Hospitals—
Huth Memorial Hospital, Yoakum
Santa Rosa Infirmary, San Antonio
Victoria Hospital, Victoria



VICTORIA DIVISION
SOUTHERN PACIFIC LINES
 TEXAS & NEW ORLEANS RAILROAD CO.

